

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

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SUBJECT Condition of Road and Railway Bridges in the Soviet Zone

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1. Road Bridges over the Grossschiffahrtsweg, Stettin-Berlin

The following is the present condition of the bridges on the Oderschiffahrtskanal, Grossschiffahrtsweg (Stettin-Berlin between Mescherin on the West Oder and Hohensaaten at the junction of the Alto Oder with the Oder proper). They are all 6-ton steel bridges which have been blown.

- a. Mescherin (054/Q43) still lying in the water.
- b. Gartz a. O. (054/Q43) being lifted out of the water at the end of May 1948.
- c. Friedrichstal in Pommern (054/Q42) still lying in the water.
- d. Gatow in Pommern (054/Q42) has been removed from the water. Parts of this bridge are still lying on the bank.
- e. Schwedt (N54/Q31) still lying in the water.
- f. Zutzen (N54/Q31) still lying in the water.
- g. Criewen (N54/Q30) still lying in the water.
- h. Stiltzkow (N53/Q30) still lying in the water.
- i. Stolpe (N53/Q30) has been raised and is lying at an angle across the canal on piles. Ships cannot pass. It is hoped to complete a new bridge shortly.
- j. Stolzenhagen (N53/V29) has not been raised and is resting on piles. Small ships pass.
- k. Lunow (N53/V29) has been raised and is resting on the old seatings. The steel construction is at present being repaired.
- l. Neuenzoll (N53/V39) has been raised and is resting on the old seatings. Repair work is proceeding.

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m. Hohensaaten (N53/V29) still lying in the water.

2. The dredger "Posen" is at present dredging the canal between Lunow and Neuenzoll to a depth of 4½ meters and a width of 18 meters. As the river bed is of clay, work is proceeding slowly. The stretch which is being dredged is approximately 800 meters long. The dredger works 83 cubic meters daily.

3. Railway Bridges over the Oder and the Neisse rivers.

The following is the present condition of railway bridges over the Oder and the Neisse:

- a. Fürstenberg (053/V71): Both original rail bridges have been blown. The present bridges are temporary, of wooden construction, and suitable for single-line traffic only. Steel bridges to replace the original blown bridges are at present under construction by the firm of Stahlbau Lauchhammer. Red Army engineers are assisting in the work.
- b. Guben (052/A79): The rail bridge on the Guben-Wallwitz line is blown. There is a diversion at Grunewald. There is, however, no rail traffic. The rail bridge on the Guben-Stargardt-Sommerfeld line is also blown. It has been replaced by a temporary wooden bridge suitable for single-line traffic only.
- c. Forst (Niederlausitz) (052/A77): The bridge was blown but has been repaired on the Forst-Zilmsdorf-Teuplitz line. The Forst-Nossdorf-Weisswasser line is in order.
- d. Muskau (052/A85): The bridge over the Lausitzer Neisse on the line to Weisswasser is blown and has been replaced by a temporary wooden bridge suitable for single-line traffic only. The bridges on the Muskau-Triebel line are also temporary constructions suitable for single-line traffic only.

4. Elstertal Bridge on Road Reichenbach - Plauen (Saxony)

The Elstertal bridge on the road Reichenbach-Plauen between Jocketa and Joessnitz (M51/K12) is being rebuilt by the firm Gruens-Filfinger. The center pillar of concrete is three-quarters finished. Concrete work on the two main arches has started. Although the bridge is scheduled to be ready by October 1948, two of the building foremen doubt that it will be completed by that time.

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